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WORK AND DEVELOPMENT OF YUGOSLAV AVIATION COUNCIL, 1946 - 1950

The first Yugoslav aviation councils and general people's technology organizations were established in Slovenia and Croatia after the liberation. Model-airplane enthusiasts, then glider pilots, and finally others interested in aviation got together in the large cities and on their own initiative began organizing aviation groups within existing youth organizations. Later, on the initiative of the Central Committee of the Yugoslav Communist Party the Sports and Technical Commission was created; under its control all aviation sports organizations were included along with others. The first conference of aviation sports leaders was held on 23 November 1946. The conference established the policy for further work and development and passed the bylaws for the Aviation Sports Organization. The same year, the first federal model-airplane meet was held in Zagreb. The first prototypes of Yugoslav gliders, the Galeb designed by Engineer Cijan, and the Jastreb by Engineer Sostaric, were built.

The second conference of aviation sports leaders was held in 1947, the federal aviation council was established, and Air Force General Major Ladislav Ambrozic was selected as president. The number of chartered organizations continued to increase, and the movement spread throughout the country, particularly in large cities. The Narodna Krila (People's Wings) was published as the official journal of the Aviation Sports Organization. At the end of 1947 there were 28 chartered aviation organizations with a total membership of 7,000.

The second federal model-airplane competition was held in 1947, and the first records were established. For the first time since the liberation, Yugoslav model-airplane enthusiasts participated in an international contest in Switzerland, where they placed seventh in a field of 11 participating nations.

The glider center at Vrsac was transferred to the Aviation Sports Organization. Glider pilots were also trained at the Ribnica center in Slovenia. In addition to these two centers, republic centers were activated in Zagreb,

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Novi Sad, Ljubljana, etc. The Federal Pilot Training School was established in Zagreb, and the training of the first group of aviation sports pilots was completed. The Soko high-altitude glider was designed by Engineer Sostaric. The "Letov" Glider Plant in Ljubljana began the serial production of gliders. The first federal aviation glider meet was held in Slovenia at the Brezice airfield.

The year 1948 was characterized by an increase in the number of chartered organizations and members, even in small towns where there had previously been no interest in aviation. In April 1948, the Skupstina of the Yugoslav Aviation Council was held and the organization's constitution was enacted. The republic glider centers in Kragujevac, Ribnica, Zagreb, etc., were deactivated, and glider schools were established at existing aviation clubs. Model-airplane schools, courses, and parachute training courses were also established at aviation clubs. The federal Model-Airplane School was established in Ruma to make training and model-airplane activities uniform and to develop model-airplane designing.

The same year, Yugoslav model-airplane-enthusiasts participated in a competition in Hungary and ranked second. Meetings of chartered republic aviation councils were held. The third federal model-airplane meet was held in Novi Sad, and several republic and aviation club meets were held in various places. The federal Pilot School, which had been transferred to Ruma, was training its third class of student pilots.

The large-scale training of model builders, glider pilots, and parachutists in aviation clubs began in 1949. At that time, the number of chartered organizations was 47, with a total membership of over 20,000. The same year, the parachute base of the Yugoslav Aviation Council was established to lead and develop parachute activities. The second federal aviation meet was held in Ruma. Aviation meets and conferences were held throughout the country. For the second time, members of the Yugoslav Air Council participated in a conference held by the Yugoslav Air Force in Zemun. A large number of aircraft was designed and built in 1949, including the Trojka aircraft, the Roda, Triglav, and Orao gliders, and the Jadran hydroglider, and a prototype of an engine for model airplanes, etc. Two more journals, the Vazduhoplovni Modelar (Model-Airplane Builder) and the illustrated Gvari Neba (Sky Protectors), the latter published by the Yugoslav Air Force, were put in circulation.

The year 1950 was marked by the rapid growth of aviation organizations and their membership. The Yugoslav Aviation Council became a member of the FAI (International Air Federation); Yugoslav members were appointed to six different international aviation commissions. Meetings of chartered organizations were held in Macedonia and Montenegro. A large number of new airfields, hangars, and other facilities was under construction. For the first time pilot and parachute schools were established in aviation clubs. Territorial organization of aviation clubs was replaced by a broader organization allowing the organization of aviation clubs in any locality where there was sufficient interest. Consequently, aviation clubs were even established in small towns and villages.

The annual skupstina passed some amendments to the constitution which were required by the rapid growth of the organization. The Bilten (Bulletin), the official publication of the Yugoslav Aviation Council, was put in circulation. The third federal aviation meet was held, and Yugoslav model builders and glider pilots took part in four international competitions. Twenty-four new records were established in Yugoslavia, two of which were world parachute records. The journal Vazduhoplovno Jedrelicarstvo (Aviation Gliding) was put in circulation. The Orao II, Udarnik, and Pionir gliders were built. The first Yugoslav-made helicopter, the Eksperimentalni, was under construction. In July, the first model with a jet engine was tested.

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The growth of the Yugoslav Aviation Council was as follows:

<u>Year</u>	<u>No of Aviation Clubs</u>	<u>No of Schools</u>	<u>No of Students Trained</u>	<u>No of Members</u>
1947	28	10	3,200	6,800
1948	42	14	7,700	10,000
1949	82	47	8,100*	20,000
1950	197	85	8,600*	50,000

*Does not include pioneer model-airplane instructors and trained pioneers.

	<u>Prewar Yugoslav Aviation Club</u>	<u>Yugoslav Aviation Council Organizations</u>
Chartered organizations	160*	197
Members	54,000 **	50,000
Schools	22	85
Students trained	12,100	27,800
Aircraft, gliders, etc.	166	350

*Includes all organizations, suborganizations, and youth organizations

**Number of actual members is much lower, since this figure includes all honorary and associate members.

The Yugoslav Aviation Council has become one of the world's most progressive and strongest aviation organizations.

More than 10,000 Yugoslav young people are trainees in 85 aviation schools. In 1950, 30 airfields with hangars and other facilities were built or were under construction. More than half a million visitors attended eight air meets. Gliders are being serially produced in six large workshops.

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